

<b>RTIP ID#</b> <i>(required)</i> ORA120521					
<b>TCWG Consideration Date</b> April 27, 2010					
<b>Project Description</b> <i>(clearly describe project)</i> First Street between Harbor Boulevard and Fairview Street (over the Santa Ana River) is identified as a Major (six-lane) arterial highway in the City of Santa Ana's Circulation Element and on the City of Santa Ana Master Plan of Arterial Highways (MPAH). The bridge over the Santa Ana River currently provides only two lanes in each direction. Implementation of the MPAH will widen this bridge to accommodate three lanes in each direction. Pedestrian facilities (i.e., sidewalks) will be improved to provide a continuous sidewalk on both the north and south side of the bridge and approaches along this segment.					
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Roadway widening – Gap closure					
<b>County</b> Orange		<b>Narrative Location/Route &amp; Postmiles</b> City of Santa Ana  <b>Caltrans Projects – EA#</b>			
<b>Lead Agency:</b> City of Santa Ana					
<b>Contact Person</b> Jason Gabriel		<b>Phone#</b> (714) 647-5664		<b>Fax#</b> (714) 647-5823	<b>Email</b> jgabriel@ci.santa-ana.ca.us
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input checked="" type="checkbox"/>					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b>					
<b>NEPA Delegation – Project Type</b> <i>(check appropriate box)</i>					
Exempt		Section 6004 – Categorical Exemption		X Section 6005 – Non-Categorical Exemption	
<b>Current Programming Dates</b> <i>(as appropriate)</i>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	2007/2008	2008/2009		2010/2011	
<b>End</b>	2008/2009	2009/2010		2011/2012	
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i> The purpose of the proposed project is to widen the 4-lane segment of First Street that crosses the Santa Ana River, to match the existing 6-lane roadway.					
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i> The project site is located in a residential area.					



## PM<sub>2.5</sub>/PM<sub>10</sub> Hot-Spot Analysis

The proposed project is located within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR, Part 93, analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, either qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a POAQC because of the following reasons:

- i. The proposed project is not a new or expanded highway project that would result in a significant number or significant increase in diesel vehicles. Based on the Traffic Analysis (LSA, July 2007), the proposed project would increase the capacity of First Street. However, the traffic volumes along First Street would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, SCAG's Comprehensive Transportation Plan model estimates that the 2030 fleet mix along First Street would include 1.7 percent heavy trucks. Therefore, the truck volumes along First Street would not exceed 10,000 daily trips or 8 percent of the traffic volume. The traffic volumes along First Street are shown in Table A.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the Traffic Analysis, the proposed project would not add a significant volume of diesel vehicles to an intersection that is currently operating at a LOS of D, E, or F. The LOS conditions in the project vicinity with and without the proposed project are shown in Table B.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the applicable PM<sub>2.5</sub> or PM<sub>10</sub> Implementation Plan as sites of possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analyses. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

**Table A: Average Daily Traffic Volumes Total AADT (Truck AADT)**

Roadway Link	Existing Volumes			2030 No Build Volumes			2030 Build Volumes		
	Total AADT	Truck AADT	LOS	Total AADT	Truck AADT	LOS	Total AADT	Truck AADT	LOS
First Street between Harbor Boulevard and Fairview Street	30,764	523	F	30,900	525	F	35,200	598	B

Source: Traffic Analysis, LSA Associates, Inc., July 2007.

**Table B: Intersection Level of Service**

Intersection	Existing Conditions				2030 Without Project				2030 With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
Harbor Boulevard/ First Street	0.70	B	0.76	C	0.93	E	0.81	D	0.98	E	0.88	D
Fairview Street/ First Street	0.77	C	0.79	C	0.80	C	0.83	D	0.88	D	0.86	D

Source: Traffic Analysis, LSA Associates, Inc., July 2007.

ICU = intersection capacity utilization

LOS = level of service